

HAWKEYE DOWNS SPEEDWAY 2020 HOBBY STOCK RULES

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- The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.
 - **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.** They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.
 - The Race Director and Track Officials shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that, in their opinion, do not alter the minimum acceptable requirements.
 - **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.
 - The rules set forth shall be effective for Hawkeye Downs Speedway's 2020 racing season. Management reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant and without any prior notice. Any changes will be posted in the inspection area. It is your responsibility to be aware of changes posted. These rules shall govern the condition of all Hawkeye Downs Speedway events.
 - Hawkeye Downs Speedway is private property. Any person on this property without the permission of the owners or management is guilty of trespassing and subject to the penalties prescribed by law. Through your registration you have been given the authority and the right to be on this property in conjunction with your racing activity only. However, the management of the race track reserves the right to revoke and cancel this authority at any time it is felt that your presence or conduct is not in the best interest of auto racing, your fellow competitors, spectators, management, or employees of Hawkeye Downs Speedway.
 - **ALTHOUGH EVERY EFFORT HAS BEEN DIRECTED TOWARD COMPLETE, UNDERSTANDABLE, AND CORRECT RULES, AS WELL AS THE SAME FACTORS IN PUTTING THEM INTO PRINT, HAWKEYE DOWNS SPEEDWAY OFFICIALS CANNOT POSSIBLY ANTICIPATE EVERY SITUATION, CIRCUMSTANCE, OR INTERPRETATION. THE DEFINITION OF STOCK MEANS "NO MODIFICATIONS TO FACTORY PARTS OR FACTORY SPECIFICATIONS."**
 - **HAWKEYE DOWNS RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION**
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- **CAR REGISTRATION:** Registration fee is \$85.00 for the season. You can race one time without paying registration but **must fill out the registration form for us to be able to pay you.** On the 2nd race night and after you will need to have paid registration to receive prize money and points. We will not “back pay” cars that pay registration at a later date.

1. SAFETY EQUIPMENT: Rules apply at all times car is on track.

- **Snell-rated SA2010(last year allowed), SA2015, SA2020, Full Face helmet** and eye protection required.
- Roll bar padding required in driver compartment **ON ALL BARS anywhere a driver’s head, arms or legs can touch.**
- SFI-approved full Nomex fire suit or Nomex underwear required.
- Fire retardant gloves, shoes and neck brace required. Must be tear free and clean.
- **Recommended:** A HANS or similar Head & Neck device!
- **Recommended:** Fire retardant head sock, socks, and underwear.
- Driver-side window net required, minimum 16” x 20” ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window.
- Minimum three inch wide SFI-approved five point safety belt assembly required and must be mounted securely to roll cage. (May be mounted to the floor as long as there is at least a 4”x 4”x (1/8” thick) steel plate secured to the underside of the floor) (Do not mount to any flimsy tubes or sheet metal that can easily break or tear!)
- **Belts must be no older than 5 years. ANY Faded, Frayed, Cut, etc belts will be required to be replaced!**
- Master shut off switch required within easy reach of rescue crew and must be clearly marked ‘OFF’ and ‘ON’.
- **Recommended:** A master shut off switch to be located behind the driver’s seat which is:
 1. Accessible through the driver side rear side window.
 2. Switch is hooked up to the Negative side of the battery (when battery is mounted behind the driver’s seat.
 3. You are allowed to have 2 master switches (1 for the driver & 1 for the safety crew)
- **Required:** all master switches need to be painted Bright Red or Orange,,, and display OFF/ON direction.
- All cars and driver equipment must pass Hawkeye Downs Safety inspection.

2. FRAME:

- Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Frame must match body.
- Minimum 107.5” wheelbase, maximum one inch difference from side to side.
- Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.095” wall thickness, same length as material removed. Factory seam must remain visible.
- Unibodies must tie rear frame to front frame. Frames may be “X” braced. No Station Wagons, Camaros, Firebirds, or Mustangs.
- **Minimum ground clearance of frame is 5”. (with driver out of the car)**

3. ROLL CAGE:

- Main cage must consist of continuous hoops, minimum 1.75” O.D. tubing, 0.095 wall thickness.
- Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.
- Driver’s head must not protrude outside cage with helmet on.
- Rear hoop must have “X” brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25” O.D. with 0.083” wall thickness.

- Front down bars must be tied together, passenger side front down bars must be maximum 11" in from top of door.
- Must be a minimum of 40" between front and rear down bars at top of door panel.
- Maximum 41" from top center of windshield to front edge of rear hoop, & a maximum of 13" to front edge of top halo.
- Top halo must be minimum 40" across, outside to outside.
- Rear hoop may be maximum 12" in from bottom of opera window.
- Minimum one cross bar in top halo.
- May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns.
- Rear kickers (down bars) and engine hoop required, and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness.
- Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing.
- All bars must be inside body.

4. DOOR BARS:

- All door bars and uprights must be minimum 1.75" O.D. with 0.095" wall thickness.
- Minimum three door bars, both sides, parallel to ground, and perpendicular to driver.
- Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side.
- Steel door plates, 18 gauge or 0.049" minimum thickness, must be securely welded to outside of door bars on driver's side.
- Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.
- **Recommended** to plate the foot box area on the driver's side.

5. BODY:

- All bodies must be unaltered OEM, or OEM replacement, in OEM location and match frame. Front body mounts must be visible.
- Sunroofs and T-tops must be enclosed.
- **OEM appearing aftermarket fiberglass roof and A-pillars, Shell Valley part #F1015-81-88MCRW (speedway #91054177), allowed; B and C-pillars must remain OEM dimensions.**
- Aftermarket plastic nose and tail pieces allowed & recommended to match body.
- No spoilers, hood scoops.
- **NO ground effects or skirting altering OEM appearance.** That means NO flat side panels or outward lips or ridges at the bottom edge! Rear quarter panels must look factory & slightly curved in at the bottom side, and the same goes for the bottom side of any door panels that may have been replaced!
- Rear quarters & the bottom edge of the door area needs to be the same shape/height as factory. The factory Pinch-well area under the doors should be visible(when possible).
- OEM STEEL hood only, hood may be gutted.
- **NO HOLES IN THE HOOD ALLOWED!**
- OEM STEEL trunk lid only, no gutting.
- Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal.
- Hood must be separate from fenders. Front inner wheel wells may be removed.

- **The Hobby Stock front OEM fire wall may be replaced with a steel fabricated firewall. The front firewall must be vertical, 24 to 26 inches tall, and located no farther back than the rear of the oval frame hole. Fire walls must extend to the body.**
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- Rear wheel wells may be removed to middle seam.
- **Trunk floor directly over rear end housing must be removed.**
- Trunk floor maybe replaced, frame rail to frame rail, with .049" thick steel, must be located on top of frame rail.
- No overlapping or shortening of body panels.
- Overlapping door skins to the fenders or quarter panels is ALLOWED.
- All glass must be removed, all windows in body must remain open unless Lexan is used in the front windshield area.
- A Maximum 7" (high/tall) metal sun visor allowed across top of windshield opening.
- All doors must be securely fastened.
- Fenders and quarter panels may be trimmed for tire clearance, ONLY.
- No reflective body panels.

6. DRIVER COMPARTMENT:

- Windshield opening may be filled with Lexan or screen. **NOT BRITTLE PLEXI-GLASS!**
- Rear, Side & Quarter window areas are to remain open.
- Minimum three windshield bars in front of driver.
- Aluminum high-back seat only and must be bolted in, using minimum 0.375" bolts & large fender washers are recommended.
- Driver seat may be no further back than rear edge of B-pillar.
- Driver must be sealed off from track, driveline, engine and fuel cell.
- **ALL HOLES IN DRIVERS COMPARTMENT NEED TO BE COVERED WITH METAL!**
- Dash not to extend more than 24 inches back from center of lower windshield opening.
- Dash must be flat, rear can be no higher than front, except for cowl in front of driver.
- No other interior tin or covers(except to cover holes). Inside rear quarter panels, below window level, may be cut out.
- Doors may be gutted.
- No cutting out of firewalls, roof, floor, kick panels, rocker panels, except for roll cage clearance.
- Rear firewall and speaker deck must be metal and be of OEM design for that make and model.
- No mirrors of any kind.
- No Radios.

7. FRONT SUSPENSION:

- All components and mounts must be steel, unaltered OEM, in OEM location and match frame.
- OEM rubber A-frame bushings only. **No Poly Urethane bushings (Energy Suspension) allowed.** Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed).
- Bolt on spindle savers allowed.
- Upper A-frame mount must remain OEM and cannot be moved.
- OEM or OEM replacement ball joints for exact make and model allowed. **No over-sized ball joints allowed!**
- No rebuildable or adjustable ball joints allowed.
- No rear sway bars.

- 2 FRONT Adjustable or solid spring spacers are allowed,
- No chains or cables.
- OEM style, solid steel sway bar for front is allowed.
- Poly Urethane front sway bar links & sway bar frame bushings are allowed.
- Aftermarket mounts eye bolts allowed at frame.
- Aftermarket connections or slapper style sway bar link systems allowed at lower control arm.

8. STEERING:

- All components must be steel unaltered OEM, in OEM location and match frame. OEM steering column may be replaced with steel steering shafts (collapsible steering shaft recommended). Steel knuckles only, unless OEM rag-joint & lower OEM slip-joint is used and securely attached to an upper steel steering shaft. However, rag joint must be in good-solid condition.
- No steering quickeners.
- Steering wheel and quick release (required) may be aluminum.
- After market power steering pump with remote or attached reservoir allowed.

9. SHOCKS:

- One unaltered steel, nonadjustable, non rebuildable, welded body OEM-mount shock, in OEM location, per wheel.
- All shocks must completely collapse at any time.
- No coil-over shocks, air shocks, or remote reservoir shocks.
- No gas port, Schrader valve or bladder type valve allowed.
- No coil-over eliminators.
- Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket.
- \$80.00 max retail cost per shock.
- \$80 claim on any shock.
- One or all shocks on car may be claimed per event, following claim procedures and penalties

10. SPRINGS:

- One steel coil spring per wheel only in OEM location.
- All coil springs must be minimum 4.5 inches O.D. and non-progressive.
- No spring rubbers, spacers, weight jacking devices allowed Except for (2) adjustable/solid Front spring spacers.

11. REAR SUSPENSION:

- All components and mounts must be steel, unaltered, OEM, in OEM location and match frame.
- OEM rubber control arm bushings only! **No Poly Urethane bushings (Energy Suspension) allowed.**
- **Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing.**
- No independent rear suspension.
- No rear sway bars, panhard bars, extensions, chains or cables.

12. REAR END:

- No floater rear ends.

- OEM, or OEM replacement (recommended) solid steel axles only.
- Nine inch Ford rear end allowed, but must be mounted like OEM rear end & (centered) for that make and model.
- One inch inspection hole in housing required (9" Fords).
- No lightened ring gears.
- **Must be welded spider gears, or mini spool.**
- No torque dividing mini spools or differentials.

13. BUMPERS/RUB RAILS:

- Bumpers must be approved OEM in OEM location, capped to body with steel, welded or bolted.
- Maximum 1" wide by 2" tall steel or Lexan rub rails allowed, bolted flush to body.
- Front and rear tow hooks mandatory.
- No sharp edges allowed on bumpers, rub rails or bolts.
- No bars past outside edge of body other than rub rails.
- All front bumpers must be mounted minimum 6" from front frame horns.
- Steel bumper mounts only.
- One of two front bumper options must be used and must be OEM height:
 1. OEM bumpers not covered by plastic nose must be complete, unaltered OEM, capped to fender with steel, welded, or bolted.
 2. Aftermarket fabricated tubular bumpers allowed but must be covered by plastic nose and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum 2 inch O.D.) with 0.083 inch (maximum 0.125 inch) wall thickness.

14. TIRES/WHEELS:

- **The only allowed tire is the Hoosier 790 which must be purchased at the track.**
- NO TIRE SOFTENING OR ALTERING.
- No heating, soaking, softening, grinding, buffing, or changing the composition and character of tire allowed.
- A minimum durometer reading will be determined and checked.
- Failure to meet minimum durometer reading will result in disqualification from event
- No siping, grinding or grooving.
- Hawkeye Downs reserves the right to refuse any tire for competition.
- Maximum 7" wide, 2", 3", or 4" offset, unaltered, D.O.T.-stamped steel wheels with standard bead bump.
- Must weigh minimum 21 pounds.
- No wheel spacers.
- One inch O.D. steel lug nuts required.
- No bleeder valves.

15. BRAKES:

- Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, disc (front) and drum (rear) brakes, must match frame or rear end.
- Full OEM backing plates, no aftermarket.
- Master cylinder must be in OEM location.
- No antilock brake systems.
- No aftermarket brake pedal assemblies, brake shut-off or bias adjuster.
- Steel brake lines only, must be visible.
- Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs.

16. EXHAUST:

- OEM cast iron exhaust manifolds only.
- No center dump type manifolds.
- Exhaust manifold may be ported and drilled to fit.
- No adapters allowed between manifold and head.
- Exhaust must extend past firewall and turn towards ground. Maximum 2.5 inch O.D. exhaust pipes.
- Must remain dual exhaust, no crossover or 'Y' pipes.
- No exhaust sensors or wrap.
- Mufflers recommended.

17. FUEL SYSTEM:

- Mechanical OEM type push rod fuel pumps only.
- No fuel pressure regulators.
- Unaltered OEM two barrel carburetor for that engine, must remove carburetor choke plate.
- No grinding or machining on carbs. Must pass track gauges.
- \$100 cash claim (or exchange) on carburetor, following claim procedures and penalties.
- No carburetor spacers on cast iron intake, and only one 0.25 inch (maximum) thickness gasket.
- Speedway Motors carburetor adapter part # 135-3502G allowed on GM aluminum intake.
- Mr. Gasket carburetor adapter, part #1933 allowed on Ford and Chrysler aluminum intake.
- Maximum of two 0.100" thick carburetor gaskets allowed on all aluminum intakes.
- Aircleaner top/stud cannot direct air into carburetor.
- No top flow air cleaner housings, cold air boxes or air cleaner duct work.
- Maximum 22 gallon racing fuel cell required and must be in minimum 20 gauge steel container.
- Must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and .125 inch thick.
- No fuel cells allowed over rear end housing.
- Metal firewall must be between driver and fuel cell.
- All cell mounts must be steel, securely welded to frame/cage.
- No adjustable fuel cell mounts.
- Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system, a flapper, spring or ball type filler rollover valve is required.
- Fuel lines through driver compartment must run through metal pipe or metal conduit.
- One fuel filter only, cannot be in driver's compartment.
- No cool cans.

18. FUEL:

- Gasoline only.
- Racing fuel allowed.
- No E85.
- **No performance enhancing or scented additives.**
- Fuel must pass both dielectric meter and chemical tests.

19. WEIGHT:

- No ballast allowed. Any item deemed as ballast will be required to be replaced –i.e. fuel cell straps, fuel cell cans, battery boxes, etc.
- No titanium, magnesium or carbon fiber products.
- No gun-drilled, tubular, hollow bolts or studs.
- Steel fasteners only.

20. BATTERY/STARTER:

- One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered.
- **Battery must be in Marine type case if mounted in driver compartment and securely mounted with metal strapping!**
- A racing style battery mount/holddown is allowed, but must have the Positive Post covered.
- Starter must bolt in OEM location.
- Car must have capability of starting without being pushed or pulled.
- Car must leave initial staging area on demand, unaided, or go to rear of that race.

21. GAUGES/ELECTRONICS:

- Receivers Mandatory.
- No unapproved cameras, transmitting or listening devices.
- No timing retard controls, or digital gauges (including tach).
- No electronic monitoring computer devices capable of storing or transmitting information except analog tach.
- No ignition control boxes.
- OEM ignition only. Ford/Chrysler may use HEI distributor.
- No billet housings or crank triggers.
- All ignition rotors, caps, coils and modules must remain OEM-appearing.
- No alternators.
- No electronic traction control devices.
- Crate engine MUST use unaltered MSD #8728 or #8727CT rev-control and 6,200 rpm chip.
- **\$1,000 fine for altered rev-components.**

22. TRANSMISSION/DRIVE SHAFT:

- **All forward and reverse gears must be operational. YOU MUST BE ABLE TO SHIFT YOUR TRANSMISSION INTO ALL FORWARD & REVERSE GEARS,,, PERIOD!**
- **Manual:** Must be unaltered OEM three or four speed, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion proof housing (minimum 270 degrees around top of clutch and flywheel area).
- Hydraulic clutch release bearing is allowed.
- Steel unaltered flywheel only –16 pound minimum.
- **Automatic:** Must be unaltered OEM, with unaltered OEM pump, original bell housing and **minimum 10"** diameter torque converter containing a minimum of 3 quarts of fluid.
- **Torque converter must have a minimum 0.125 inch plug.**
- Must have approved scatter shield constructed of minimum 0.125" (1/8") x 3" wide steel, 270 degrees around flexplate.
- Flexplate must be full, unaltered OEM, or OEM replacement.
- No manual bump starts allowed.
- **Drive shaft:** Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only.
- Drive shaft must be painted white.

- 360-degree driveshaft loop required and must be constructed of minimum 0.25" (1/4") x 2" wide solid steel, or 1" tubing, mounted approx. 6" back from front U-joint.

23. ENGINE COMPARTMENT:

- Engine must be in OEM location. **On GM metric frame, center of fuel pump must be located minimum 1.75" in front of cross member (measured at frame).**
- Ford metric frames must have back of fuel pump in front of cross member.
- Frame and cross member may not be altered for engine placement.
- Engine mount holes cannot be removed or altered on block.
- Aftermarket steel engine mounts allowed.
- No mid-plate allowed.
- Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler.
- Minimum two-core radiator, must be mounted in front of engine.
- Overflow reservoir (minimum ½ gallon) catch can required. Must exit passenger side of car.
- **No antifreeze.** Instant DQ
- Steel or aluminum V-belt pulleys only.
- No electric fans.

24. CRATE ENGINE:

- Must use unaltered sealed GM #88958602 or #19258602 crate engine. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, \$5,000 fine and a 30-day suspension.
- Oil pan may be replaced by certified repair center with Kevko pan #1087NRHw/ISP and Kevko pick-up #1003-1 3/4.
- \$250 fine for any crate engine not using required spacer, distributor, pushrods, valve springs or rocker arms.
- \$1,000 fine for utilizing altered rev-limiter components.
- Any driver using crate engine cannot claim engine or have engine claimed.
- During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

(A). ENGINE OPTIONS AND SPECIFICATIONS: **All cars utilizing a GM602 crate engine must clearly display on both front roof posts the word CRATE.** Must be contrasting in color from body, minimum two inches tall. **Markers not acceptable.**

25. CLAIM ENGINE SPECIFICATIONS:

- Any American make engine allowed.
- BLOCK: OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148.
- Stroke must match block.
- No 400 or larger cubic inch parts allowed.

- Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of money for the night, and loss of all points for the season.
- Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc.
- Flat top or dish pistons only, no gas ported pistons.
- OEM or OEM replacement steel crankshaft only –cannot be lightened (no arrowing, bullnose, knife edge or undercut allowed, no drilling of second or third rod throws).
- OEM or OEM replacement steel rods only –GM 5.7 or 6-inch rod allowed. Capscrews allowed.
- Conventional flat tappet cam/lifters only, cannot alter lifter bores.
- OEM firing order cannot be changed (GM: 1-8-4-3-6--7-2).
- May use oil restrictors.
- ‘Wet’ sump oiling system only.
- Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods.
- Accumulator allowed, must be mounted under hood.
- CYLINDER HEADS: Steel only. Must be unaltered approved OEM and minimum 76 cc combustion chamber.
- Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126.
- Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust.
- May use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH3501, head must remain as produced, seat angles and valve sizes can not be changed: three angle valve only (absolutely no casting removal in valve pocket of EQ head, for any reason);
- Ford –no aftermarket or SVO heads;
- Chrysler –no aftermarket or W-heads, 360 cubic inch heads only.
- No porting, polishing or alterations of any kind to heads or intake.
- OEM non-roller rocker arms or steel roller tip rocker arms allowed.
- GM –1.250” maximum O.D. valve spring, no beehive valve springs allowed.
- Guide plates and screw-in shouldered studs (0.375 inch max) allowed.
- No stud girdles.
- Poly locks allowed.
- INTAKE: Must use unaltered , approved OEM cast iron, low rise, two barrel intake.
- No hi-rise or marine intake manifolds.
- **Only unaltered (no porting or polishing) aluminum intakes allowed are:**
 1. Weiland: GM # 7547 or 7547-1; Ford #7515, #8023, or #7516; Chrysler #7545, or #8022;
 2. Edelbrock: GM # 2701; Ford #7121, #7181, or #7183; Chrysler: # 2915.
- Unaltered OEM type harmonic balancer only.
- OEM type steel or aluminum water pumps only.

26. ENGINE CLAIM:

- (A) \$750 cash claim or exchange on engine, for your first engine claim. Second time you claim will be \$1000 or exchange. See claim procedures.
- (B) **Claim does not include** –1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16.

fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor. 20. exhaust manifold and pipes.

- **NOTE:** During engine claim, block and head numbers should be verified, intake should be visually inspected, exhaust manifold must be removed to inspect heads, and one spark plug must be removed to check flat top or dish pistons prior to transfer of engine to claiming driver. If, at this time, engine is found illegal, claimed driver and car is disqualified and suspended from all events until such time as a \$250 fine is paid, for first offense, second offense penalties will be \$500 fine and/or suspension. Claimer then has option to accept or decline engine –if declined, driver is not charged with claim.
- **HOBBY STOCK CLAIM PROCEDURES:** (Dollar amounts and items not included with claim, can be found in division rules.)
 - 1. Any driver that finished in the top 12 in point standings and was registered in the previous year is eligible to claim opening night. Driver must have been at track on opening night to claim second night. Following that, no driver may claim unless they competed at that track the two previous consecutive track point events.
 - 2. All drivers must have all registration fees paid in advance of making any claim.
 - 3. Driver allowed only one claim per event, regardless of claim outcome, and only two successful claims per year;
(Example: Claim one engine, claim one carburetor, your two claims are used up.) Driver claiming engine cannot claim carburetor on same night. No driver may claim same driver's engine more than once, or carburetor more than once during current calendar year. Driver being claimed is subject to only one claim per event. If multiple claims are made on same driver, engine claim takes precedence over carburetor claim.
 - 4. Top four finishers must report directly to claim area and are subject to claim by any other driver finishing fifth on backin feature that is scored on the lead lap. Should one (or more) of the top four finishers be disqualified, fifth (on back through new top 4) place driver is NOT eligible to be claimed, nor can he/she claim another driver in that event.
 - 5. Failure to report directly to claim area will result in disqualification and loss of money and points for first infraction(all items are still claimable); will be treated as engine claim refusal for second infraction. (Exception: If car is involved in an accident or rendered unable to 5 report directly to claim area, car should be taken to claim area.)
 - 6. Driver making claim must drive immediately after feature, under own power, directly to claim area. Driver must have correct amount of cash on person.
 - 7. Claim must be made to official immediately after feature. Only involved drivers and officials allowed in claim area. No communication of any kind between drivers and anyone outside claim area.
 - 8. Only driver may claim and only driver may agree to sell or refuse. First sell or no sell is binding. In case of multiple claims on same item, claim will be awarded to the driver finishing closest to the front. Claim is not charged to drivers not awarded item. If first eligible driver withdraws claim, next eligible driver will be awarded claim.
 - 9. Once claim has been made and accepted, engine is not to be started and car is to be pushed where removal will occur (both cars are to be pushed when exchange is in effect).
 - 10. Should any driver voluntarily withdraw a legal cash engine claim, they will be charged with the claim and fined \$200. If claim refusal.
 - 11. All claimed items must be removed at track. Claimed items must be removed within a reasonable amount of time, at discretion of track officials.
 - 12. Any sabotage discovered while removing claimed engine will result in same penalties as engine claim refusal. Drivers are accountable for any sabotage, and will be responsible for all penalties as a result of sabotage. Claim will be disallowed and money returned to claimer.

- 13. Disqualification of claimed or claiming driver will not affect legal claim. Claimed item will be removed and transferred prior to any penalties being assessed.
- 14. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100 fine and/or suspension.
- 15. Promoter may claim any claimable item at any time, unless that driver has been claimed in that event. Driver claim takes precedence over promoter claim.
- 16. During any cash claim, all claimable items should be inspected for legality prior to transfer of items. If claimed item is found illegal, driver is disqualified. Claimer then has option to accept or decline claim. If declined, claim is not charged on card.
- 17. During any exchange claim, both items exchanged must be legal. If any item is found illegal, driver with illegal item is disqualified. Driver with legal item has the option to accept or decline parts found illegal during claim.
- 18. Hawkeye Downs reserves the right to revoke claiming privileges, or deny any claim if and when deemed necessary.

CLAIM REFUSAL

- 1. Refusal to sell any claimable item forfeits all cash, trophies and contingencies for feature on all points for the calendar year.
- 2. Any driver refusing a claim, when claimed within rules, loses right to claim any other driver for 12 calendar months.
- 3. Refusal will also result in driver and car being suspended until proper cash fine is paid.
- 4. Engine claim refusal fine –Hobby Stocks, 1st-\$250, 2nd-\$500, 3rd-\$1000.
- 5. All fines must be cash, a cashier's check or money order and be received prior to driver or car returning to competition.
- 6. Claim is not charged to claiming driver in case of a refusal.

CARBURETOR CLAIM PROCEDURES:

- (No driver may claim same driver's carburetor more than once during current calendar year. Driver claiming carburetor cannot claim engine on same night.) \$100.00 cash claim or exchange on carburetor.
- 1. Follow all engine claim procedures and eligibility requirements.
- 2. Any driver finishing fifth on back in feature that is scored on the lead lap can claim carburetor of any of top four drivers. Claimed carburetor must be inspected prior to removal. If found illegal, claim is void and claimed driver is disqualified.
- 3. Should any driver voluntarily withdraw a legal carburetor claim, he/she will be charged with a claim with a \$50 penalty.
- 4. Carburetor or Shock claim refusal fines –1st -\$200, 2nd -\$300, 3rd-\$400.